





**Intimations.**

**PYROLA, PYROLA, PYROLA.**

**A PERFUME OF EXQUISITE FRAGRANCE.**

**WATKINS, LIMITED.**

*Chemists and Perfumers.*

No. 66, Queen's Road Central.

Hongkong, 1st October, 1901. [714c]

**THE ROBINSON PIANO CO., LIMITED.**

**BEST VALUE IN PIANOS.**

**MONTHLY PAYMENT SYSTEM.**

Hongkong, 19th August, 1901. [751c]

**KELLY & WALSH, Ltd.**

**LATEST COLONIAL LIBRARY \$1.50 EACH.**

Mary Hamilton, by Lord E. Hamilton.  
The Just and the Unjust, by Richard Bagot.  
Chun Ti-Kung, by Claude Rees.  
The Early Days, by Albert Kinross.  
King's End, by Alice Brown.  
Tony Drum, by Edwin Pugh.  
Catherine of Calais, by Mrs. H. de la Pasture.  
The Story of Eva, by Will Payne.  
Cottage Folk, by Mrs. Conway Carr.  
A Son of Hammon, by C. B. Burgin.  
The Worshipper of the Image, by Richard Le Gallienne.

Hongkong, 22nd October, 1901. [690c]

**WILLIAM POWELL, LIMITED.**

**WINTER GOODS NOW IN STOCK.**

JACKETS, MANTLES, MILLINERY, SHOES  
for Evening Wear, CHILDRENS' JACKETS,  
HOSIERY GLOVES, etc., etc.

**WILLIAM POWELL, LIMITED.**

1011c

**A. CHEE & Co.**

17A, Queen's Road, Central.

ESTABLISHED 1859.

**FURNITURE DEALERS:**  
**IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;**

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

**THE ROBINSON PIANO COMPANY, LIMITED.**

**BANJOS, MANDOLINES AND GUITARS,**

**COST PRICE**

**TO CLEAR PRESENT STOCK.**

Hongkong, 3rd October, 1901. [993c]

**Co-day's Advertisements.**

**JUST OPENED AND NOW FOR SALE.**

**A MAGNIFICENT and well assorted shipment of BON BONS and CRACKERS**

of latest designs and descriptions.  
10% Discount for Cash.  
Inspection earnestly solicited.

**H. RUTTONJEE,**  
No. 5, D'Agular Street,  
and  
No. 39, and 40, Elgin Road,  
Kowloon.

Hongkong, 26th October, 1901. [1145c]

**THE ETHIOPIAN MINSTREL TROUPE**  
will make their  
**FIRST PUBLIC APPEARANCE**  
at the  
**KOWLOON INSTITUTE,**  
on  
**TUESDAY, the 29th October, 1901.**

Under the distinguished Patronage of  
Commodore F. POWELL, C.B.

**EXCELLENT PROGRAMME**  
comprising  
COON SONGS, COMIC SONGS AND DANCES  
concluding with "Grand Tableau."

**ADMISSION FREE.**

Hongkong, 26th October, 1901.

**NOTICE TO CONSIGNEES.**

**THE P. & O. S. N. Co.'s Steamship**

**"PARRAMATTA,"**  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., *ex S.S. Orana.*  
From Persian Gulf, *ex B.I.S.N. and B. & P. S. N. Co's Steamers.*

Options of Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by the 2nd November, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

**H. A. RITCHIE,**  
Superintendent.

Hongkong, 26th October, 1901. [5]

**Co-day's Advertisements.**

**VICTORIA PRECEPTORY.**

**A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, on THURSDAY, the 31st instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.**

Hongkong, 26th October, 1901. [1158c]

**ZETLAND LODGE,**  
No. 525, E.C.

**A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, on FRIDAY, the 1st November, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.**

Hongkong, 26th October, 1901. [1159c]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**FOR SWATOW, AMOY AND FOCHOW:**  
**THE Company's Steamship**

**"HAITAN,"**  
Captain Roach, will be despatched for the above Ports, on TUESDAY, the 29th instant, at Daylight.

For Freight or Passage, apply to  
**DOUGLAS LARRAIK & Co.,**  
General Managers.

Hongkong, 26th October, 1901. [1157c]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

**FOR MANILA VIA AMOY.**  
**THE Company's Steamship**

**"YUENSANG,"**  
Captain Rolfe, will be despatched as above on TUESDAY, the 29th instant, at 4 P.M.

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General Managers.

Hongkong, 26th October, 1901. [1160c]

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General Managers.

Hongkong, 26th October, 1901. [1161c]

**IMPERIAL GERMAN MAIL LINE.**

**STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.**  
**THE Imperial German Mail Steamship**

**"BAYERN,"**  
of the NORDEUTSCHER Lloyd.  
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**NORDEUTSCHER Lloyd.**  
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**MELCHERS & CO.,**  
Agents.

Hongkong, 26th October, 1901. [1162c]

**SHEWAN, TOMES & CO.'S "NEW YORK" LINE.**

**FOR NEW YORK VIA SUEZ CANAL.**  
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Hongkong, 26th October, 1901. [1010c]

**Intimations.**

**A. S. WATSON & Co., LIMITED.**

**WINE AND SPIRIT MERCHANTS.**

ESTABLISHED A.D. 1841.

**SHERRY.**

**A.—SUPERIOR PALE DRY,**  
Dinner wine, Green Seal Capsule - - - - - \$10.80

**C.—MANZANILLA, PALE NATURAL SHERRY, White Capsule - - - - - 12.00**

**CC.—SUPERIOR OLD PALE DRY, NATURAL SHERRY, Red Seal Capsule - - - - - 12.00**

**D.—VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule - - - - - 14.40**

**E.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (Old Bottled) - - - - - 20.40**

In addition to wines of our own bottling, the following brands, bottled in Europe, have been specially selected, and procured from the celebrated firm of Messrs. GEO. G. SANDEMAN, SONS & Co., of London and Oporto, for whom we have been appointed Sole Agents.

Per Case 1 dozen.

**LIGHT DRY - - - - - \$17.00**  
**SOLEIRA - - - - - 25.00**  
**VERY PALE DRY - - - - - 25.0**  
**FULL GOLDEN - - - - - 30.00**  
**PALE DRY NUTTY - - - - - 32.00**  
**FINE OLD BROWN - - - - - 42.00**

**A. S. WATSON & CO. LIMITED.**  
**THE HONGKONG DISPENSARY.**

**MARRIAGE.**  
At Glasgow, Sept. 23rd, A. H. McDIARMID, to KATHERINE DORA, youngest daughter of the late James Aitken, of Glasgow and China.

**DEATHS.**  
LEMM.—On the 1st September, at her Residence, Hombly, Sydney, the dearly beloved wife of JOHN LEMM, F.T.A., architect, Hongkong, and second youngest daughter of the late George Wrydale, Esq., of Milson's Point, Sydney, aged 30 years. [1163c]

At the Peak Hospital, on the 26th instant, JAMES McWILLIAMS, aged 62 years. [1163c]

At Christchurch, Hants, Sept. 22nd, ANNA SUSANNA, widow of J. D. Gibb, aged 64.

At 17, Queen Anne's Gate, Sept. 23rd, NANCY BARRINGTON, infant daughter of Mr. and Mrs. Keswick, of Eastwick-park, Leatherhead.

At the Seamen's Hospital, Albert Docks, Sept. 24th, J. H. McCloskey, F.R.C.S., late Colonial Surgeon of Province Wellesley, Straits, aged 66.

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No. 525, E.C.

**A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, on FRIDAY, the 1st November, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.**

Hongkong, 26th October, 1901. [1159c]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**FOR SWATOW, AMOY AND FOCHOW:**  
**THE Company's Steamship**

**"HAITAN,"**  
Captain Roach, will be despatched for the above Ports, on TUESDAY, the 29th instant, at Daylight.

For Freight or Passage, apply to  
**DOUGLAS LARRAIK & Co.,**  
General Managers.

Hongkong, 26th October, 1901. [1157c]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

**FOR MANILA VIA AMOY.**  
**THE Company's Steamship**

**"YUENSANG,"**  
Captain Rolfe, will be despatched as above on TUESDAY, the 29th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
General Managers.

Hongkong, 26th October, 1901. [1160c]

**THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

**FOR MANILA.**  
**THE Company's Steamship**

**"DIAMANTE,"**  
Captain J. Rattenbury, will be despatched as above on WEDNESDAY, the 30th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to  
**SHEWAN, TOMES & Co.,**  
General Managers.

Hongkong, 26th October, 1901. [1161c]

**IMPERIAL GERMAN MAIL LINE.**

**STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.**  
**THE Imperial German Mail Steamship**

**"BAYERN,"**  
of the NORDEUTSCHER Lloyd.  
Captain H. Blecker, due here with the outward German Mail about WEDNESDAY, the 30th instant, will leave for the above Places about 24 hours after arrival.

**NORDEUTSCHER Lloyd.**  
For further Particulars, apply to  
**MELCHERS & CO.,**  
Agents.

Hongkong, 26th October, 1901. [1162c]

**SHEWAN, TOMES & CO.'S "NEW YORK" LINE.**

**FOR NEW YORK VIA SUEZ CANAL.**  
**THE Steamship**

**"ADANA,"**  
will be despatched for the above Port on or about the 5th November.

To be followed by the Steamship  
**"ASAMA,"**  
on or about 14th December.

And by the Steamship  
**"ACARA,"**  
on or about 21st December.

For Freight, apply to  
**SHEWAN, TOMES & Co.,**  
Agents.

Hongkong, 26th October, 1901. [1010c]

**Co-day's Advertisements.**

**VICTORIA PRECEPTORY.**

**A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, on THURSDAY, the 31st instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.**

Hongkong, 26th October, 1901. [1158c]

**ZETLAND LODGE,**  
No. 525, E.C.

**A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, on FRIDAY, the 1st November, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.**

Hongkong, 26th October, 1901. [1159c]

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Hongkong, 26th October, 1901. [1157c]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

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Hongkong, 26th October, 1901. [1160c]

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Hongkong, 26th October, 1901. [1161c]

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Agents.

Hongkong, 26th October, 1901. [1162c]

**SHEWAN, TOMES & CO.'S "NEW YORK" LINE.**



## THE VOLUNTEER PIONERO.

Yesterday evening at the Volunteer Encampment there was arranged another of those serious items of camp life so essential to the proper training of the amateur soldier in Hongkong we refer to the visit of His Excellency Sir Henry Blake to take dinner with the officers. His Excellency on landing was received in the proper manner and conducted round the lines. He could not help but remark on the neat appearance of the tents (the boys had been hard at work) and the soldierly aspect of the men (the canteen was empty). But to the onlooker there had fallen a gloom over the camp. There was a sense of depression and the lively souls who had kept their spirits up during the week, succumbed, when the social barometer fell to 28.40. The amount of discipline evident was appalling and the heart of the bravest fell under the weight of respectability. The Governor was entertained at dinner and seemed to heartily enjoy his night off, but things were not what they were in the large unwatched, there was no concert, and how can a man be trained and thoroughly understand the duties of a "defender of the Empire" (we have purchased the rights of this expression) without concerts. The camp finishes on Sunday and there is no time to lose. There will be a grand drill to-night after dinner and a field day in the afternoon in the shape of a football match followed by the grand finale in the evening, when all branches of the troops and their friends will be represented. There was a slight contretemps last night owing to the absence of a bugler but these will not be possible in future as, we hear, that any men likely to be wanted for duty will be fastened with a patent log line to head quarters and when required, simply wound in with a winch.

## THE R. M. S. "PARRAMATTA."

## A ROUGH PASSAGE.

When the English mail is late one may be quite certain that something out of the common has happened, for the P. & O. boats are usually so clock-like in their regularity that one knows to a few minutes when to expect them. Therefore when four o'clock came yesterday and the *Parramatta* wasn't even signalled, people said she had got a clashing and was delayed by the typhoon. So she was. At 4 a.m. on the 24th she encountered a strong N. by W. wind, barometer 29.84 and falling, the sea running high and heavy squalls. By eight o'clock the barometer had dropped to 29.72, the wind increasing to a fresh gale. At noon it was blowing a gale from the N.N.E., with thick heavy rain squalls and a very high sea. At 4 p.m. the barometer had dropped to 29.67, wind and sea increasing, and by eight o'clock the squalls were furious. Then however, the barometer commenced to climb up again and matters improved until port was reached. The *Parramatta* evidently struck the edge of the typhoon, but, in spite of the heavy sea, came through it with the loss of the proverbial rope-yarn. Her passengers had a rather unpleasant time, having to be batted down and, a good deal of water was taken on deck, but otherwise the ship plodded steadily along as though such things as typhoons didn't exist. It takes some very heavy weather to stop the English mails, as we have, seen on several occasions at this time of year.

## WISE AND OTHERWISE.

I see there is another boxing Champions. contest coming on Mr. Editor, and once again it is for the Championship of the Far East. Really, this seems a trifle funny to me, for every boxing match we have seems to be to decide this very vexed question and yet, somehow or other, the winner of the previous bout, presumably the holder of the championship, never takes part. Thus we must have a large crop of champions knocking round the East and I am thinking of becoming champion something or other of the Far East myself. Apparently all you have to do is to get somebody who you know you can thrash—and do it. Then you become the champion. It would be rather funny if at the forthcoming boxing contest a dozen or so of champions turned up and disputed the title. Another thing I want to know is why a boxer always knocks out only champions? Just read any boxer's record and you will find that he has apparently sought out the champion wherever he happened to be and always left him dead in his tracks. I confess I don't know anything about these matters, but I should be awfully grateful if your sporting editor would explain.

Now why shouldn't we have A Suggestion, a contest for the Singing Championship of the Far East, or the World, if you prefer it. We could get Alec Marsh back from Shanghai and shove him in with the Lammeris as heavy-weights. Any skinny little singers we might enter as middle-weights and, of course, all the ladies would come under the feather-weight class, no matter what their avoirdupois might happen to be. On second thoughts though, I think they would prefer to be called sepihrs, or something poetical. Feather-weight might have too much of a flavour of millinery about it to enter. I really think that there is something in this proposal and if you can get up a singing match I am willing to lay a side wager (or whatever they call it) of a few thousand cash. Then, for the preliminary bouts, we might get all the company chairmen to enter for a speaking contest for the championship. This could be easily done by getting them to all speak extempore at the same time on different subjects, and the audience could give the decision by a show of hands. I think it would be a capital thing for the cricket week.

GILAH.

COTTAM &amp; CO. CRICKETING HATS and CAPS.

## AN IMPORTANT SALE.

We hear on the best authority that Messrs. W. Powell, Limited, have purchased the well-known business of Mrs. Stockhausen in Queen's Road, opposite the Hongkong Hotel. The entire concern will be taken over early next week and arrangements have been made that any orders under execution will be completed by the time promised. The new owners, by their last few months catering, are a guarantee that the new business will be carried on in a manner that will commend itself to all residents and visitors.

## HONGKONG SHARE MARKET.

HONGKONG, Friday, October 25th.

Messrs. Benjamin, Kelly and Potts, in their weekly share report state:— Since we last wrote the market has continued steady and rates have been well maintained. The China Traders' Insurance Company, Limited, has advertised its Thirty-fifth Ordinary Meeting for the 12th November. The Transfer Book will be closed from the 30th instant to the 12th proximo both days inclusive. Banks.—Hongkong and Shanghai Banks have been booked at \$620, and more share are wanted at the figure. The London quotation has risen to £62 15/. Nationals are obtainable at \$28. Marine Insurances.—Unions have further improved, and can be placed at \$330. China Traders are offering at \$58. The report just published shows a balance at credit of \$514,805 from which sum the Directors recommend the payment of a dividend of \$4 per share. A small lot of Cantons have been disposed of at \$157 and a few more shares are obtainable at the rate. Fire Insurances.—Hongkong Fires are wanted at \$160. China Fire have changed hands at \$85 and \$84, closing with sellers at the former price. Shipping.—Hongkong, Canton and Macao Steamships have risen to \$35, at which rate shares are in request. Indo-Chinas have ruled dull at \$150. Douglas Steamships are unchanged with sellers at \$48. China and Manilas have improved their position and after sales at \$59 and \$60 are enquired for at \$62. Star Farries, both old and new, are offering at quotations. Shell Transports, which were freely offering at the beginning of the week, have suddenly come into demand, and after sales at various rates close with buyers at \$2 1/2. Palmers.—China Sugars are procurable at \$152. Luzons have further declined, and are now in the market at \$25 Mining.—Punjoms are on offer at \$4. Rabus having been negotiated to some extent at \$13. Jebebus can be procured at \$4. Docks, Wharfs and Godowns.—Hongkong and Whampoa Docks have changed hands at \$387, and close firm. Farnhams are in demand at Tls. 257. Kowloon Wharfs have been taken off the market at \$93, and more shares are wanted. Lands, Hotels and Building.—Hongkong Lands have been fixed at \$193. West Points have experienced a further substantial rise and shares can be placed at \$64. Hongkong Hotels advanced to \$140, at which rate sales were effected, but they have not maintained their position and shares can now be obtained at \$138. Humphreys' Estate are to be had at \$134. China Providents have been done and have further enquiries at \$93. Cotton Mills.—Hongkong Cottons have found buyers at \$134, and are now asked for at \$133. Cigar Companies.—No transaction has come under our notice. Miscellaneous.—Green Island Cements have been sold at \$213, \$22 and \$22, but close quieter with sellers at the latter rate. A. S. Watsons are offering at \$16. Electricies have buyers at \$13 for the old, and \$63 for the new issue. Ropes have been dealt in at \$177 and are wanted at this figure.

## THE SQUEEZE COMMISSION.

## NOT STATED YET.

The commissioners appointed to visit the Straits Settlements, Australia, the Dutch East Indies, the Philippines and other parts of the world, to gather funds from the Chinese who have migrated thither are, we understand, still waiting at Peking for their passports. These have been vided by one Legation, we believe, but it does not seem likely that they will receive the approval of any others. We are informed that the object towards which they are soliciting contributions is a famine relief fund, and that the method of obtaining subscriptions is to be by the sale of official rank. A recent decree forbids the sale of office after a certain date in the near future, and if the passports are not obtained within a few days the commissioners will probably find themselves out of business, as it will then be too late to effect such sales without a violation of the Edict. There will still remain, however, certain honours, the sale of which is not expressly forbidden in the decree, but whether there can be found a paying market for them in the East Indies remains to be seen.—*Mercury*.

## VOLUNTEER ARTILLERY.

The military correspondent of the *Globe* says that the Volunteer Artillery is, through no fault of its own, far behind the times both as regards efficiency and armament. It is afforded but little time for practice, and is, for the most part, armed with obsolete weapons, which would be quite ineffective if opposed to modern artillery fire. If it is wished to render our auxiliary services a really efficient factor for home defence, the question of reforming and rearming the artillery branch must be promptly taken in hand, the present useless and obsolete guns discarded, and the Volunteer Artillery made abreast with the times in the matter of armament and construction. Until this is done, any scheme for the defence of the country is practically worthless, and must end in failure.

COTTAM &amp; CO. DRESS SHIRTS, TIES and COLLARS.

## DR. CHUNG DISMISSES CHINESE POLITICS.

Dr. Chung King-uo, resident surgeon of the Tung Wah Hospital at Hongkong, which is endowed by the British Government and largely supported by the Chinese community of the city has arrived at San Francisco, says the *Call*, and is a guest at the Palaces. Dr. Chung says he has gone there for his health and he expects to spend some weeks in the southern part of the State. He is a highly educated Chinese, a graduate of the Tientsin Imperial Medical College and for some time was in the Government service as medical director of the first government railway line, of which Wu Ting Fang, Chinese Minister at Washington, was at the time general manager.

Dr. Chung takes quite an interest in Chinese politics and chatted interestingly about Chinese affairs when seen one evening. He said that in his opinion the Empress Dowager would continue to exert considerable sway in the affairs of the empire in spite of any efforts that may be made to prevent it. "She will do things behind the scenes," was the way he chose to express it.

Dr. Chung says that already the Boxer movement is a mere memory with the vast majority of the Chinese people, and that it is just as safe for missionaries to resume their labours in the heart of the empire as it ever was before the uprising of last year. "The only trouble," he said, "is that a Chinese farmer or merchant may become a Boxer at any moment when it suits his individual necessities. The Cantonese are earnestly hated by the natives of the northern provinces, and this factional feeling may lead to occasional clashes. The natives of the northern provinces, you must understand, blame the Cantonese of the south for bringing foreigners into the country, while the fact that in places like Tientsin all business is controlled by Cantonese gives rise to bitter enmity. There is no fear, however, of another general disturbance such as would menace the life and property of foreigners."

## PRESENTATION TO GENERAL BULLER.

General Sir Redvers Buller and Lady Buller on the 23rd September visited Enfield, where the General was presented with a silver inkstand and an address from the ladies of the district in recognition of his perseverance in effecting the relief of Ladysmith. In acknowledging the gift General Buller said such pleasing incidents encouraged their soldiers who were now serving their country in South Africa at a very difficult moment. The glory and the honour and a great deal of the excitement of real warfare were gone, but the danger remained. The work that was being done in South Africa was, he thought, hardly realised by people at home. They did not know how difficult it was and yet how well it was being done.

## THE IRISH PARTY.

Although Mr. Chamberlain recently declared that there was no chance of Home Rule for Ireland at the present time it does not pay the Irish members of Parliament to recognise the truth of this statement. It was only to be expected that Mr. John Redmond, when addressing a farewell speech to his constituents in Waterford, prior to his departure for America, claimed for the Irish Parliamentary Party that it constituted the only genuine opposition to the Conservative majority in the House of Commons. Last Session he said, the Irish Party strikingly showed its power, and the reason it was able to do so was because its members were thoroughly united, and stood absolutely independent of any English political party. He believed that Ireland would obtain Home Rule in the very near future.

## GROSS SUPERSTITION.

## A HORRIBLE CASE.

The District Superintendent of Lakana, Sind, is engaged in investigating a case which possesses an unusual, if gruesome, interest. It is believed some startling facts will soon come to light. The little son of a wealthy Zemindar near Bubak suddenly disappeared some time ago. Five days later the body was discovered floating in the river and was identified by the father as being his son's. There were marks on the neck, due evidently to strangling. The story goes that a wealthy neighbouring Zemindar, who was suffering from a carbuncle, having been told by some knave that the flesh and blood of a young boy could alone cure him, hired a ruffian to procure the required victim. This individual one day finding the boy in a lolly place enticed him to his house. After a day or two, fearing detection, he went to the father and told him that if he paid him Rs. 300 he would find his child in the house that same night, provided he kept the doors open. The afflicted father agreed, but the kidnapper, apprehending that he might thereby be entrapped, changed his mind and strangled the poor child, intending to take the body to the sick Zemindar, but finding it cold and consequently unfit for the horrible purpose for which it was intended, he cast it into the river.

COTTAM &amp; CO. TRESSER FELT and STRAW HATS.

## Auctions.

## SALE BY PUBLIC AUCTION.

## ONE LOT

OF VALUABLE LEASEHOLD PROPERTIES, at the Peak, Victoria, Hongkong, registered in the Land Office as Rural Building Lots Nos. 15 and 104, on MONDAY, 28th OCTOBER, 1901, at 1 o'clock, P.M., By Mr. H. N. MODY, at his OFFICE. Known as STOKES BUNGALOWS, EAST and WEST. Plans, Particulars and Conditions of Sale may be seen at the Office of MESSRS. DEACON & HASTINGS, 19, QUEEN'S ROAD CENTRAL, or of the AUCTIONEER. Hongkong, 17th October, 1901. [1130c]

## E. R.

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, on TUESDAY and WEDNESDAY, the 29th and 30th October, 1901, at 10 A.M., at H.M. NAVAL YARD, SUNDRY NAVAL AND VICTUALLING ABSOLUTE AND CONDENSED STORES. Comprising—OLD IRON, PAUPER STUFF, RAGS, CANNAS, CLOTHING, IMPLEMENTS, &c., &c., &c. THE VICTUALLING STORES will be sold on TUESDAY, 29th, and the NAVAL STORES on WEDNESDAY, 30th instant. TERMS OF SALE—As customary. HUGHES & HOUGH, Government Auctioneers. Hongkong, 22nd October, 1901. [1144c]

## Intimations.



GOVERNMENT BILLS. TENDERS FOR SPECIE, MEXICAN DOLLARS, Current in this Colony, and weighing 7.17, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M., on MONDAY, the 28th instant. The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100. The Tenders to be in Duplicate and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills". The right to accept or reject any or all of the Tenders is reserved.

S. D. CROOKENDEN, Colonel, Chief Paymaster, China.

Her Majesty's Treasury Office, Queen's Road, Hongkong, 24th October, 1901. [1156c]

CHINA TRADERS' INSURANCE CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY, the 12th November, at TWELVE O'CLOCK, NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to the 30th April last, and of declaring Dividends. The TRANSFER BOOKS of the Company will be CLOSED from the 30th instant, to the 12th November, both Days inclusive. By Order of the Board of Directors, W. H. RAY, Secretary. Hongkong, 21st October, 1901. [1141c]

THE PUMJON MINING COMPANY, LIMITED.

CONSEQUENT upon the new and satisfactory developments at the Mines, and the necessity for a Tramway, Trucks, and Accessories in the immediate future; the Directors have resolved to make the FINAL CALL of ONE DOLLAR per Share; and accordingly Notice is hereby given that at a Meeting of the Board of Directors of the Company, held at the Company's Office, No. 13, Beaconsfield Arcade, Victoria, Hongkong, on MONDAY, the 14th October, 1901, the following RESOLUTION was passed:

That the FINAL CALL of ONE DOLLAR per Share upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such CALLS to be PAID to the Company at their Bankers, THE HONGKONG AND SHANGHAI BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 15th day of NOVEMBER, 1901. And Notice is also given that in accordance with Article 24 of the Company's Articles of Association, Interest will be charged as from the said 15th day of NOVEMBER, 1901, at the Rate of 5 per centum per annum, upon all Calls remaining unpaid after the said 15th day of NOVEMBER, 1901, up to the actual dates of Payment of the same.

Shareholders are particularly requested to note that upon presentation at the Office of the Company of the Banker's receipt for payment of the Call together with the Certificate of the Shares in respect of which the Call has been paid, an endorsement to that effect will be made upon the certificate.

By Order of the Board of Directors, W. H. GASKELL, Secretary. Hongkong, 15th October, 1901. [1121c]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

A DIVIDEND of 2 1/2 per Share for the year 1900, equivalent to 45% on the Paid-up Capital per Share, has been declared. WARRANTS will be issued on the 11th October.

By Order of the Board, W. J. SAUNDERS, Secretary. Hongkong, 10th October, 1901. [1106c]

GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

11.50 P. Cask of 375 Lbs. Net ex Factory. 13.50 P. Bag of 250 Lbs. SHEWAN TOMES & CO., General Managers. Hongkong, 1st June, 1901. [10]

## Intimations.



## The Strong Chain

of evidence of satisfaction that comes from each new place in which

## RAINIER BEER

is introduced, proves its merit. The three points in its favor are purity, wholesomeness and a better flavor than any other beverage.

## SOLE AGENTS:

A. S. WATSON &amp; Co., LIMITED,

THE HONGKONG DISPENSARY.

Hongkong, 21st September, 1901. [1028c]

KRUSE &amp; CO.

CONNAUGHT HOUSE, HONGKONG.

CIGAR MERCHANTS

AND TOBACCONISTS.

Fancy Goods of every description.

COLUMBIA BICYCLES.

## SOLE AGENTS FOR

Welsbach Incandescent Gasburners.

Hongkong, 2nd September, 1901. [954c]

W. BREWER &amp; Co.

CHRISTMAS and NEW YEAR CARDS, suitable for Printing Sender's Name.

A New Variety of

AUTOGRAPH CARDS,

by DE LA RUE &amp; Co., LONDON.

CHINESE RICE CARDS, with Pinyin English Mottoes and Verses.

A large variety by

ALL LEADING MAKERS.

JAPANESE HAND PAINTED, a very Superior Selection. Hongkong, 17th October, 1901. [689c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HÆMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY.

(Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai. [121]

THE VICTORIA DISPENSARY, HONGKONG.

## AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE.

TONIC WATER.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.

## NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ &amp; CO.



Hongkong, 29th July, 1901. [733c]

## UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

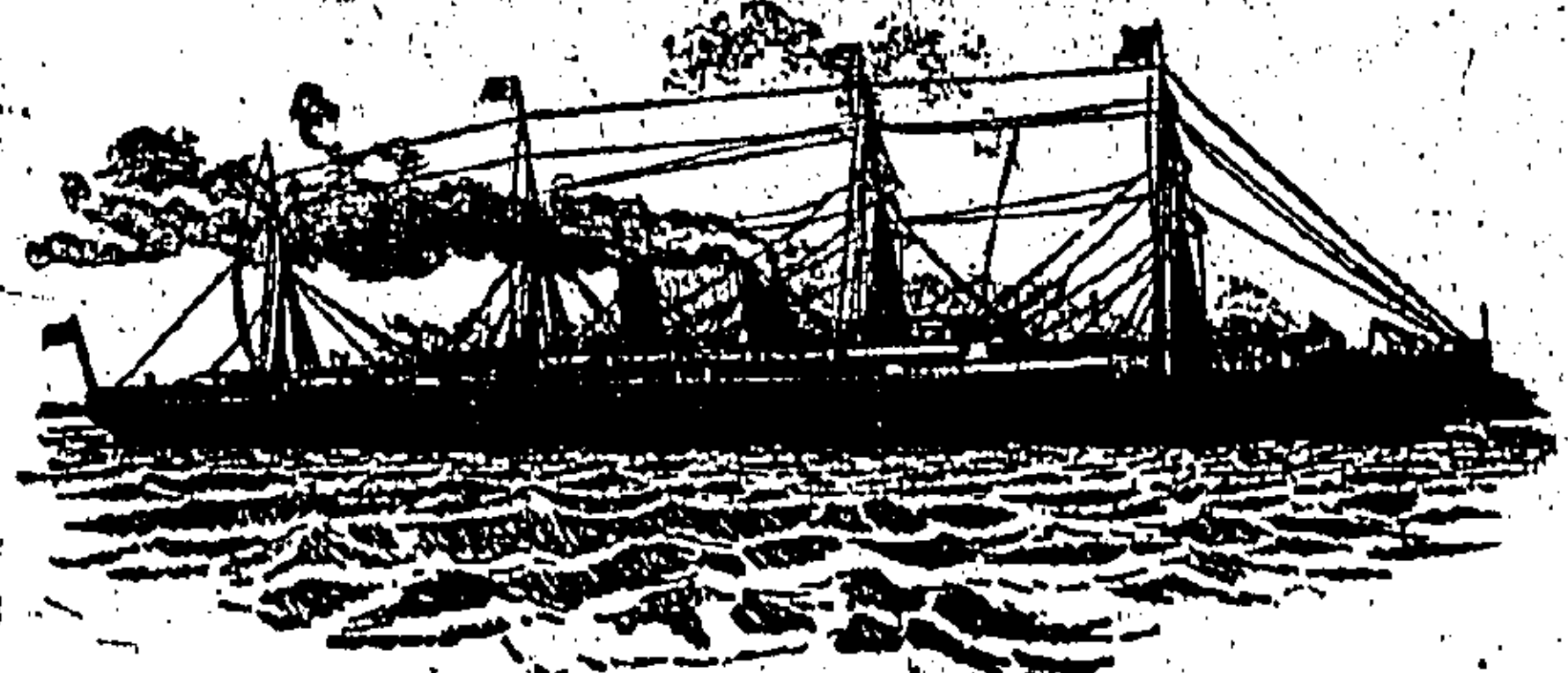
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, FECKHAM, LONDON, ENGLAND.



Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th Nov., at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.
"GAELIC"	SATURDAY, 14th December, at Noon.
"CHINA"	TUESDAY, 31st December, at Noon.

THE O. & C. Company's Steamship "DORIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 29th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

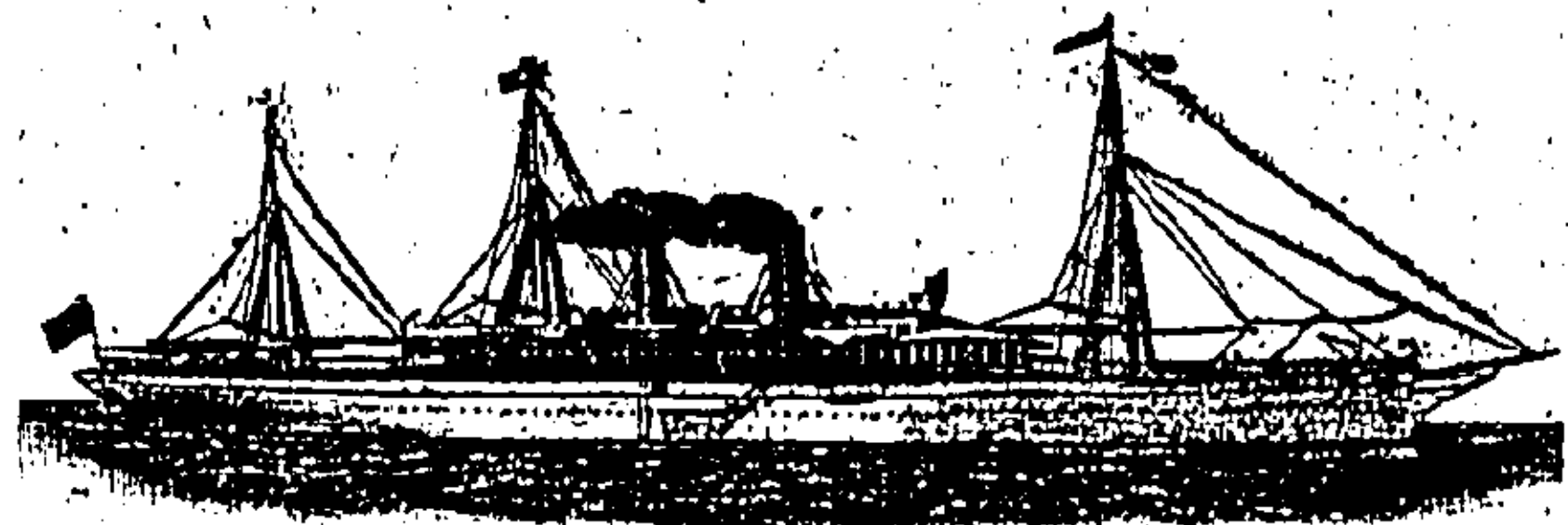
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 21st October, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 30th November.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 18th December.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 15th January.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Fiddler's Street.

Hongkong, 23rd October, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICA PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
BAMBERG	HAVRE and HAMBURG.	2nd Nov.	Freight.
Zurbonen	(Calling at SINGAPORE and COLOMBO).		
SEGORGIA	HAVRE, BREMEN and HAMBURG.	16th Nov.	Freight.
Foerck	(Calling at SINGAPORE and PENANG).		
MARBURG	HAVRE and HAMBURG.	30th Nov.	Freight.
Zacharias	(Calling at SINGAPORE and COLOMBO).		
SIEVIA	HAVRE and HAMBURG.	14th Dec.	Freight.
Bork	(Calling at SINGAPORE and PENANG).		
SERBIA	HAVRE and HAMBURG.	28th Dec.	Freight.
Brehmer	(Calling at SINGAPORE and COLOMBO).		
NUEKNERG	HAVRE and HAMBURG.	6th Jan.	Freight.
Mayer	(Calling at SINGAPORE and PENANG).		
STRASSBURG	HAVRE and HAMBURG.	15th Jan.	Freight.
Madsen	(Calling at SINGAPORE and COLOMBO).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 25th October, 1901.

Entertainment.

CITY HALL CITY HALL NOVEMBER 2ND.

GRAND PUGILISTIC CONTEST FOR THE MIDDLE-WEIGHT CHAMPIONSHIP OF THE FAR EAST.

BETWEEN SAM BENTLEY and THOMAS PHILLIPS to be preceded by a SIX ROUND HEAVY-WEIGHT CONTEST, between

Private DEEGAN, R.W.F. and Gunner LENNARD, R.N.

Followed by the TWO LIGHT-WEIGHTS, A. MONK, R.W.F. and A. SANFORD, R.W.F.

CITY HALL, NOVEMBER 2nd.

PRICES.—\$3, \$2 and \$1.

Commencing punctually at 9 P.M. Hongkong, 25th October, 1901. [1155c]

Insurances.

"Strongest in the World." THE EQUITABLE SURPLUS.

is a mighty anchor that guarantees the security of every Equitable contract—\$13,778,577.

The largest surplus fund ever accumulated for the benefit of policy holders—Could you have a better guarantee back of the policies that are going to mature 10, 15, 20 years hence?

The Equitable Life Assurance Society,

F. KIENE, Manager, Hongkong.

Hongkong, 8th October, 1901. [995c]

"LUNION" FIRE INSURANCE COMPANY, LD. (Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent. Hongkong, 5th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. Hongkong, 28th May, 1896. [110c]

Notice of Firm.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE. MR. WILLIAM BASIL DIXON has this Day ASSUMED CHARGE as CHIEF MANAGER.

By Order of the Board of Directors, R. SHEWAN, Chairman. Hongkong, 27th September, 1901. [1062c]

To be Let.

TO LET. NO. 1, STEWART TERRACE.—THE PEAK.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [709c]

TO LET. SIX SEMI-EUROPEAN HOUSES, Nos. 20/25, PO HING FONG.

Apply to CHAU CHEUK FAN, No. 8, Queen's Road West. Hongkong, 16th October, 1901. [1126c]

TO LET. GOWDOWN—No. 54, DUDELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [822c]

TO LET. TWELVE EUROPEAN HOUSES; Nos. 14, 18, 22, 26, 30, 34, 38, 42, 44 and 46, LEIGHTON HILL ROAD.

Apply to THE HONGKONG & KOWLOON LAND & LOAN CO., LD. No. 8, Queen's Road West. Hongkong, 4th October, 1901. [1093c]

TO LET. A HOUSE IN RIFON TERRACE.

Apply to "THE RETREAT" MOUNT KELLET. THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [1295c]

TO LET. NOS. 3 and 6, ORMSBY TERRACE, KOWLOON.—Immediately.

Apply to PUN HUNG, 85, Queen's Road Central. Hongkong, 5th October, 1901. [761c]

TO LET. NOS. 1 to 4, WILD DELL, WANCHAI ROAD.

Apply to SANG KEE, 208, Des Voeux Road Central. Hongkong, 5th September, 1901. [976c]

OUR LONDON LETTER.

THE COBRA DISASTER. (From our own Correspondent.)

LONDON, September 27th.

The tragedy which deprived England of her fastest destroyer and of 67 gallant lives, remains still wrapped in profound mystery. The general public seems inclined to adopt the whole theory, but it is entirely discredited by most experts, including the Board of Trade permanent officers—whose business it is to deal with the wreck of every British ship, not controlled by the Admiralty. The opinion of that official coincides with the view taken by survivors of the unfortunate crew, and naval men generally—that the *Cobra* buckled. If so, the case was very similar to that of the *Sea*, which struck by a large wave as she was steaming down Channel quite early this year, simply snapped in half. A good number of more or less authentic whale stories are however going round, based on the assertion that a badly wounded whale was two days ago washed ashore on the coast of Lincoln. The Court of Inquiry meets in a few days, and possibly some light may be then thrown on the melancholy affair.

One pathetic incident of the wreck has escaped the notice of the reporter. Mrs. Bosworth Smith, the young wife of the Commander, was waiting in Yarmouth to be picked up by the *Cobra* and taken round to Portsmouth. Becoming anxious at the non-arrival of the ship, she took train to London, and arrived at the Admiralty almost at the moment that the telegram announcing the misfortune was received. A subscription has been opened for the families of the dead, not all of whom are eligible for the naval pension, which at best is but a pittance upon which no woman could hope to bring up a family.

The funeral of the recovered bodies was attended by nearly all the officers and men of the Dockyards and by detachments from every available ship in the neighbourhood, together with the Captain, several officers and about twenty men from the French man-of-war in our waters. This graceful act of courtesy was greatly appreciated not only by our own sailors but throughout the country, and the Press has not been backward in acknowledging it.

A singular coincidence has come to light. One of the *Wokers*, writing to his mother at Bristol, before the vessel started on her first and last trip, made use of this expression: "We are chancing our lives in a new boat; I should not be surprised if we smash up." Although judgment is suspended till after the official inquiry, there is a consensus of opinion that in future construction, no vessel must entirely sacrifice strength to speed. It was admittedly doubtful if either the *Viper* or the *Cobra* could live on a rough sea, owing to the strain after pace, leaving certain weaknesses amidships, and now that the danger has been demonstrated, it must be avoided even at the price of a knot or so an hour.

Since my last letter, I have had a chat with a recently returned officer who held a high position on the Staff in

SOUTH AFRICA.

Speaking of the military position, he remarked that it was really better than home-folk imagined, at any rate in the Orange River Colony and the Transvaal. In a great campaign incidents such as the mishap to Gough and to the Lancers are but trifles, though naturally civilians cannot be expected to understand this fact, especially if they have dear ones whose names appear in the casualty list. "No matter what occasional reverses may take place, the two erstwhile republics are for all practical purposes conquered completely in the military sense. The irruption into Natal, he further informed me, would in no way upset the previously arranged plans, and would probably be viewed with positive satisfaction by the authorities, apart from the natural regret that a part of the loyal colony should again be laid waste. Bothas has for the time, retired again beyond the Drakensberg, but if he tries another little raid, as he probably will, he may find himself betwixt the upper and the nether millstone.

Pressed to explain why, if the military outlook was comparatively bright affairs in general are universally represented as so unsatisfactory, my informant replied, "The absence of Milner threw us back very seriously, and Kitchener has been from the first, and is now, a complete failure." This latter assertion of course, required elucidation, and what followed amounted in effect to this:—

The army has lost faith and heart in consequence of the extraordinary and unjustifiable leniency, which the Commander-in-Chief has extended to rebels, murderers, and oath-breakers among the enemy, leaving the impression upon our troops that one Boer life is regarded as more valuable than two British. The Boers themselves greatly prefer the régime of Kitchener, whom they despise, to that of Roberts, of whom they were just a little afraid.

A SPY.

Here is one incident among many at which Englishmen cursed and Boers smiled. A German Dutchman captured in the first advance across the Vaal, took the oath of neutrality, and was permitted to return to Johannesburg. Nine months later, a Boer officer the adjutant of Commandant Beyers blundered into the British lines by mistake. He introduced himself to the subaltern on outpost duty as Captain, late of the German Army, and was passed on to the Colonel Commanding the district, and subsequently to General French. He was treated with every consideration, dined with French and his staff, and was released on parole in the town. No restriction was put upon his movements beyond the duty of reporting himself daily to the provost marshal. About this time it was noticed that the enemy seemed able to anticipate our every movement, but no suspicions were aroused until one day, the provost

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## RUSSIAN PROMISES.

## IMPORTANT IF TRUE.

We are informed on what should be the very highest authority that Russia has decided to withdraw at a very early date from Newchwang and its immediate vicinity and surrender the control of that port to the Chinese authorities. This bit of news may be classed under the heading of "Important if True." The present situation is a most embarrassing one to trade, British and American merchants in particular have had abundant cause for irritation in the unwarranted assumption of civil authority by the Russian officials and the constant interference with their business by the restrictions which the civil administration has imposed upon them. There is no doubt in all this that the Russian Government has gone far beyond the requirements of the situation, even granting that there was excuse for interference, and other Powers whose commercial interests in Manchuria far outweigh those of Russia would be fully justified in exerting themselves to the utmost to compel such an evacuation as is now promised. We must be, however, permitted to express our scepticism as to the reported intentions of the Russian Government. When one remembers how every advance of Russia in Central and Eastern Asia has been made, how province after province has been occupied under pretence of disorder, and with promises that such occupation was not intended to be permanent, and how such temporary administration has in every case been converted into a permanent incorporation of such territories into the Russian Empire, one ought to be pardoned for inability to believe that after such an employment of force, on slight pretext, at Newchwang, and such an expenditure of energy on the organization of the civil administration there, the Russian Government means now to relax its embrace. "Credit Judas Appelles" We will believe when we see. Unless the other Powers interested are exerting much more pressure than they appear to be, we can see no reason from the Russian standpoint for surrendering Newchwang, unless it be that they hope by especially favourable legislation at Dalny and the establishment of a custom's barrier against Newchwang to develop the new port at the expense of the old. The present condition of affairs is a most extraordinary one, and we await further developments with much interest.—*Mercury*.

## THE MEXICAN CAVE-DWELLERS.

Dr. Carl Lumholtz, the new Norwegian explorer, who has been travelling for the American Museum of Natural History of New York, for five years in the hitherto unknown regions of North-Western Mexico, and who is the first white man that has lived among the cave-dwellers in those parts, lately delivered a lecture on his travels before the Geographical Society in Christiania, this being his first appearance in public since his return to civilization. The lecture was delivered in the hall of the University, and was attended by a distinguished audience, including the Norwegian Prime Minister, many notable savants, and politicians. Dr. Lumholtz gave a vivid description of his life and travels among the wild Indian tribes of the Western Sierra Madre, and especially among the cave-dwellers who still live in the same primitive way as their forefathers did many thousand years ago. In order to study these interesting people he sent back the entire staff of his expedition, and lived alone among them. At first the tribes objected to his taking up his abode among them, but eventually he gained their confidence and was allowed to remain. He learnt their ways, their language, and their songs, and joined in their dances. One chief among the cave-dwellers even went so far as to offer him his daughter in marriage, and on another occasion he was nearly married to one of the Cora tribe at the express wish of the girl's family, but he declined both offers. The Mexican Indians are monogamists, and lead, on the whole, a happy existence. They are very intellectual, and are, the lecturer said, a far superior race to their kinsmen in the United States and South America. Among many of the tribes he found a higher degree of morality than in civilized countries. They, and many of the worst forms of disease are unknown among them. The land is held in common. Their principal food consists of Indian corn and beans. The large and interesting collection of native pottery and implements which the lecturer had brought away with him for the American Museum of Natural History and his new book on their life, customs, religion, &c., will he thinks, throw a new light upon many hitherto unknown periods in the history and evolution of mankind.

## THE KANGAROO.

A schoolboy's essay.—The kangaroo is a quadruped, but two of his feet is only hands. He is closely related to the flea family, and jumps like him, and has the same kind of resemblance. He is Australian by birth and has a watchpocket to carry his children in. There is two or more kinds of kangaroos but they are mostly male and female, and live on grass, cabbage, and "curren" buns. The kangaroo's tale is his chief support; it is thick at one end, and tapers to the other end; it is good to jump with and the kangaroo when it's cut off don't know his way home, and has to walk on his hands. The kangaroo is good for making soup and boot-laces and putting in shoes, and sometimes he is presented to the roll family to represent Australia.

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## UNCLAIMED LETTERS AT THE POST OFFICE.

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Allard, Rev. T.	Laura, A.	Goolan, H. I. M.	Shayles, Miss
Alexander, M. R.	Little, Arch.	Gool, J. Van Der	Sec. of the Br. M. O.
Augustin, C.	Lorenzo, M.	Hermann, H.	O. Asso.
Aoch, A. O.	Livingston, J.	Holmesworth, S.	Supt. Currency Paper
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Buyan	Muller, H. J.	Chun	Noble, James
Brandt, P. (2)	Muller, H. J.	Carroll, J.	Nicholson, H. J.
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Chin Wah, (Dead Letter.)	Muller, H. J.	Elia, J. (2)	Pucker, F. C. (Cavite)
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Jasbott.	With.
Kwongchanceong.	Woocheong.
Kwonghophong.	Wookee.
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Hongkong, 13th July, 1901. [34]

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IT is hereby notified that the BUSINESS, GOODWILL, ASSETS, and all BELONGINGS of the FOK SHING FIRM, Printers, Bookbinders, Stationers, &c., situated at No. 54, Wellington Street, together with their shares in the FOK ON INSURANCE CO., LIMITED, are now sold to the Undersigned (a Partner of the said Firm).

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All outstanding accounts receivable by the firm shall be collected by the Undersigned, and all Creditors of the firm are requested to render their accounts for payment on or before the above date fixed for the transaction, failing which no accounts shall be acknowledged.  
FUNG MAN,  
Purchaser of the Firm.  
Hongkong, 23rd October, 1901. [1149c]

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Hongkong, 21st October, 1901. [226]

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Hongkong, 24th October, 1901. [1453]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

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Hongkong, China and Japan, 25th October, 1901. [1032]

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THE Company's Steamship

"MAIDZURU MARU,"

Captain T. Saito, will be despatched for the above Ports, on WEDNESDAY, the 30th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 16th October, 1901. [226]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Ports, on WEDNESDAY, the 6th Nov., at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd October, 1901. [3212]

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO

VICTORIA (B.C.), SEATTLE AND TACOMA.

THE Steamship

"OOPACK,"

Tons 3,883, Commander J. Barber, is due here on 4th November, and will have quick despatch.

For Rates of Freight and further Particulars, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 22nd October, 1901. [1147]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"MAZAGON,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 31st instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 24th October, 1901. [5]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"NIPPON MARU."

The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading, for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY, Acting Agent.

Hongkong, 25th October, 1901. [7]

## Intimations.

M. STEVENS & CO.

CARRY IN STOCK.

A FULL LINE OF "GERMINAL"

MANILA CIGARS.

T. M. STEVENS & CO.

Beaconsfield Arcade.

Hongkong, 2nd September, 1901. [595]

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER

SMITHS, and OPTICIANS.

CHARTS and BOOKS.

Sole Agents for Louis Audouin's Watches

awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES,

MARINE GLASSES and SPYGLASSES.

Nos. 41 & 42, Queen's Road Central. [32]

## NEW GOODS.

PLENTY

IN

HAND.

D. NOMA,

No. 12, Beaconsfield

Arcade,

Opposite the City Hall.

Hongkong, 30th April, 1900. [41]

JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT

OF AMERICAN ASPARAGUS & DESSERT

FRUITS, ALL KINDS.

Apply to

G. GIRAUULT.

Hongkong, 20th August, 1901. [567]

NEW VICTORIA HOTEL.

ROTISSERIE,

Meats &c. in Cart.

CHOPS, STEAKS, &c. etc., at any time,

between 7.30 a.m. and 11 p.m.

Monthly Tiffin at Moderate Rates.

Madar & Farmer,

Proprietors.

Hongkong, 2nd September, 1901. [918]

## NOTICE.

THE BEST PREVENTIVE OF ALL

INFECTIOUS DISEASES.

J. EYES FLUID

AVOID ALL RISK OF OUTBREAK BY

ITS USE.

W. G. HUMPHREYS & Co.,

Bank Buildings.

Hongkong, 9th March, 1902. [12]

HONG SING,

8, Beaconsfield Arcade.

ENTIRELY NEW STOCK of the Newest

Patterns in Cloths, Canvas, and

Ducks. Complete Gentlemen's Outfittings.

Hongkong, 30th August, 1901. [962]

SIEN TING,

SURGEON DENTIST,

No. 14, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 22nd September, 1901. [139]

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST.

No. 4, Queen's Road Central.

Hongkong, 3rd January, 1902. [162]

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI,

SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.

to QUEEN'S ROAD CENTRAL.

Hongkong, 2nd January, 1902. [182]

NOTICE OF REMOVAL.

I BRG to inform my Patrons and Public

Generally that I have REMOVED my

Stores from No. 13 to No. 5, D'AGUIAR

STREET.

H. RUTTOJES,

Apicality.

Hongkong, 27th April, 1902. [154]

## Intimations.

## Sabang-Bay Harbour and Coal Co., Limited.

Pulo Weh, North Sumatra.

Cable-Address: "HARCOAL, SABANG."

THIS Company supply best Welsh, Bengal and Orinoco Coals at current rates.

Ships can moor at the wharves immediately after having entered the harbour, and coaling commences without delay at the rate of 60 tons per hour; timely notice being given, the rate of coaling may be increased to 80 tons per hour.

Depth of water at the wharves 30 feet at low spring-tide.

Excellent pure spring-water can be supplied at current prices.

Vessels calling at Sabang are exempt from harbour dues and pilotage, and when calling for the purpose of coaling only and taking in water, stores or provisions, no wharfage is levied.

A floating drydock for vessels of about 3,000 tons displacement lies on the north side of the harbour entrance, close to the shore.

The company, execute ship and marine engine repairs of all descriptions under the superintendence of experienced European Shipwrights and Engineers, at moderate prices.

2nd October, 1901. [1080]

RIGAUD'S

White Violets

EXTRACT

This fugitive and

delicate perfume is

assisted as an

Extract for the

handkerchief

while as a

Soap and

Powder,

it has been

adopted by the

most refined

Society

PARIS

10,000

White Violets

equal each bottle of

Rigaud's Extract

PARIS

10,000

White Violets

equal each bottle of

Rigaud's Extract

PARIS

10,000

White Violets

equal each bottle of

Rigaud's Extract

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equal each bottle of

Rigaud's Extract

PARIS

10,000

White Violets

equal each bottle of

Rigaud's Extract

PARIS







## Post Office.

## A Mail will close:—

For Canton—Per *Poway*, to-morrow, the 27th instant, at 9 A.M.  
 For Kunchuck and Samsui—Per *Tung-kong*, to-morrow, the 27th instant, at 9 A.M.  
 For Chefoo and Newchwang—Per *Thun*, to-morrow, the 27th instant, at 9 A.M.  
 For Tournon—Per *Progres*, to-morrow, the 27th instant, at 9 A.M.  
 For Canton—Per *Honam*, on Monday, the 26th instant, at 7:30 A.M.  
 For Shanghai—Per *Magasin*, on Monday, the 28th instant, at 11 A.M.  
 For Macao—Per *Huingshan*, on Monday, the 28th instant, at 1:15 P.M.  
 For Shanghai and Hankow—Per *Flandrin*, on Monday, the 28th instant, at 4 P.M.  
 For Niogpo and Shanghai—Per *Wosung*, on Monday, the 28th instant, at 4 P.M.  
 For Canton—Per *Fatshan*, on Monday, the 28th instant, at 5 P.M.  
 For Swatow, Amoy and Foochow—Per *Italian*, on Monday, the 28th instant, at 5 P.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Doric*, on Tuesday, the 29th instant, at 11 A.M.  
 For Shanghai—Per *Hinsang*, on Tuesday, the 29th instant, at 3 P.M.  
 For Amoy and Manila—Per *Yuenang*, on Tuesday, the 28th instant, at 3 P.M.  
 For Europe, etc., India, via Taiticorin—Per *Sachsen*, on Thursday, the 1st inst., at 11 A.M.  
 For Shanghai and Kobe—Per *Taijin*, on Thursday, the 1st inst., at 4 P.M.  
 For Miji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Glen-gie*, on Friday, the 1st Nov., at 11 A.M.  
 For Hilo and Cebu—Per *Kaifong*, on Friday, the 1st Nov., at 4 P.M.  
 For Singapore—Per *Ceylon*, on Saturday, the 2nd Nov., at 11 A.M.  
 For Shanghai, Miji, Kobe, Yokohama, Victoria, (B.C.) and Vancouver—Per *Tartar*, on Wednesday, the 6th Nov., at 11 A.M.  
 For Europe, etc., India, via Taiticorin—Per *Cornwall*, on Saturday, the 9th Nov., at 11 A.M.  
 For Tientsin—Per *Kwaiyang*, on Saturday, the 9th Nov., at 4 P.M.  
 For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha*, on Saturday, the 9th Nov., at 5 P.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of India*, on Wednesday, the 20th Nov., at 11 A.M.

**CHRISTMAS AND NEW YEAR PARCELS.**—(Gibraltar) Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 8th November, are due in London about the 13th December, and those posted before 3 p.m. on Friday, the 22nd November, are due in London about the 27th December.

The following postage will be collected:—  
 For a parcel not exceeding 3 lbs in weight \$0.50  
 7 lbs " 1.00  
 11 lbs " 1.50

With an additional 50 cents, parcels may be sent *via* Brindisi, if posted before 3 p.m. on Friday the 22nd November, and those posted before 3 p.m. on Friday, the 6th December, are due in London about the 4th January. All parcels containing jewellery, or any article of Gold or Silver must be insured, and all insured parcels must be sealed, the seals must bear the impression of a private mark. Senders of parcels are requested to post them a few days in advance.

## OPIUM QUOTATIONS.

Hongkong, 26th October.  
 To-day's quotations are as follows:—  
 BENGAL—New Patna ..... @ \$93 1/2/37  
 New Benares ..... @ 91 1/2  
 Old Patna ..... @ 91 1/2  
 Old Benares ..... @ 92 1/2 nom.  
 MALWA—New ..... @ \$89 1/2/40  
 Last year's ..... @ 91 1/2  
 2 1/2 years' old ..... @ 92 1/2  
 3 1/2 years' old ..... @ 93 1/2  
 PUTEIFORE ..... @ 95 1/2  
 PERSIAN—Superior drug was sold @ 88 1/2

## RIVER STEAMERS, SCHOONERS, AND LORCHAS.

*Fatshan*, British steamer, 1,425, Liosius, Hongkong, Canton, and Macao Steamboat Co.  
*Honam*, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.  
*Poway*, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.  
*Hankow*, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.  
*Hai-tong*, Chinese steamer, 409 tons, Captain Chi Wo & Co.  
*Tai-on*, British steamer, 728, J. Lawrence, Tai On Steamship Co.  
*Pak Kong*, British steamer, Kwong Wan S.S. Co.  
*Kong Nam*, British steamer, T. Austin, R.N.R., Chinese Owned.

## Hongkong and Macao.

*Heungshan*, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

## Macao and Canton.

*Lungshan*, British steamer, 1,417, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.  
*Kiangtung*, Chinese steamer, 583, R. J. MacKenzie, China Merchant Steam Navigation Co.

## Canton and West River.

*Naming*, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.  
*Saimai*, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

## VESSELS IN PORT.

## Steamers.

*CEBU*, American steamer, 648, A. Ingham, 20th Sept., Hilo 24th Sept., General.  
*CHOWFA*, German steamer, 1,055, A. Musling, 20th Oct., Kohsi-chang 11th Oct., Rice and Wood—Butterfield & Swire.  
*DAI-NI-MARU*, Japanese steamer, 890, T. Ogita, 25th Oct., Tamsui and Amoy 24th Oct., General—Mitsui Bussan Kaisha.  
*DECI-MAN*, German steamer, 704, H. Schlicker, 22nd Oct., Saigon 19th Oct., Rice—Siemens & Co.  
*DORIC*, British steamer, 2,691, Harry Smith, R.N.R., 18th Oct., San Francisco 20th Sept., Honolulu 27th, Yokohama 10th Oct., Kobe 11th, Nagasaki 13th, and Shanghai 16th, Mails and General—O. & S. S. Co.  
*ELCANO*, American steamer, 1,017, R. de Alencastre, 3rd Sept., Manila 1st August, Ballast—Holland & Co.  
*ETNA*, German steamer, 1,702, P. Schonwandt, 25th Oct., Hongkong 22nd Oct., Coal—Jensen & Co.

*FAUSANG*, British steamer, 1,410, S.A. Mitchell, 24th Oct., Java 15th October, Sugar—J. J. Matheson & Co.  
*GLENNIE*, British steamer, 1,236, W. Frakes, 2nd Oct., Manila 19th Oct., Ballast—Dodwell & Co., Ltd.  
*HANS MENZEL*, German steamer, 1,140, Nebinger, 20th Oct., Hongkong 14th Oct., Coal—Butterfield & Swire.  
*HIANG-SANG*, British steamer, 1,536, P. M. B. Lang, 22nd Oct., Hongkong 19th Oct., Coal—Jardine, Matheson & Co.  
*HIGHLANDER*, British str., 1,100, M. Dawson, 24th Oct., Samarang 14th Oct., Sugar—Order.  
*KOHISCHANG*, German steamer, 1,291, Leuss, 23rd Oct., Bangkok 19th Oct., Rice and General—Butterfield & Swire.  
*KURDISTAN*, British steamer, 1,929, E. H. Todd, 21st Oct., Manila 20th Oct., Ballast—Dodwell & Co., Ltd.  
*MACHAO*, British steamer, 4,276, R. C. Thompson, 25th Oct., Singapore 19th Oct., General—Butterfield & Swire.  
*MAGAZON*, British steamer, 3,379, C. W. Cockman, R.N.R., 24th Oct., Singapore 18th Oct., General—P. & O. S. N. Co.  
*MICHAEL JENSEN*, German steamer, 710, J. Jensen, 23rd Oct., Haiphong 19th Oct., General—Jensen & Co.  
*NIPPON MARU*, Japanese steamer, 3,437, W. Greene, 25th Oct., San Francisco 27th Sept., Honolulu 4th Oct., Yokohama 17th, Kobe 18th, Nagasaki 20th, and Wosung 23rd, Mails and General—P. & O. S. N. Co.  
*PAX*, Belgian steamer, 1,207, E. Damster, 23rd Oct., Saigon 18th October, General—Melchers & Co.  
*STRATHGYLE*, British steamer, 3,284, J. R. Gordon, 25th Oct., Manila 21st October, Ballast—Butterfield & Swire.  
*TACOMA*, American steamer, 1,689, A. Dixon, 21st Oct., Tacoma 14th Aug., General—Dodwell & Co., Ltd.  
*TAKSANG*, British steamer, 977, W. P. Baker, 24th Oct., Bangkok 19th Oct., General—Jardine, Matheson & Co.  
*TAISHAN*, British steamer, 1,122, E. Stowell, 25th Oct., Bangkok 19th Oct., Rice—Bradley & Co.  
*TANTAR*, British steamer, 2,768, E. Beetham, 22nd Oct., Vancouver via Ports and Shanghai 19th Oct., General—C. P. R. Co.  
*TORRENSKJOLD*, Norwegian steamer, 738, A. Hansen, 25th Oct., Surabaya 14th Oct., Sugar—Sander, Wiele & Co.  
*TSINAN*, British steamer, 1,464, O. Anderson, 15th Oct., Shanghai 12th Oct., General—Butterfield & Swire.  
*WONGKOL*, German steamer, 1,115, W. Bartling, 24th Oct., Hoihow 23rd Oct., General—Butterfield & Swire.

## Sailing Vessels.

*CELESTE BURRILL*, British ship, 1,764, C. A. Trely, 20th May—Manila 9th May, Ballast—Order.  
*GEORGE T. HAY*, British ship, 1,847, E. Spice, 20th Oct., Cebu 8th Oct., Ballast—Arnold, Harberg & Co.  
*HELEN*, British ship, 1,664, D. A. Vanhorn, 10th Sept., Chefoo 28th Aug., Ballast—Arnold, Harberg & Co.  
*HERZOG JOHANN ALBRECHT*, German schooner, 701, Andersen, 10th October, Manila 6th Oct., General—Master.  
*LUCIA*, British ship, 640, Andersen, 2nd Oct., Rajang 6th Sept., Timber—Master.  
*SEA WITCH*, American ship, 1,172, Howes, 21st Feb., Manila 18th Feb., Ballast—Master.  
*STATE OF MAINE*, American ship, 1,467, Colcord, 8th Sept., New York 4th May, Kerosine—Standard Oil Co.  
*W. H. CONNER*, American ship, 1,614, Colcord, 26th Sept., Manila 10th Sept., Ballast—Standard Oil Co.

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, October 26th, 1901.  
*Alacrity*, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Easlake, Wei-hai-wei.  
*Allion*, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewitt, Amoy.  
*Algerine*, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Shanghai.  
*Arctura*, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Starlin, Hongkong.  
*Argonaut*, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Hongkong.  
*Astron*, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Hongkong.  
*Aurora*, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Wei-hai-wei.  
*Barfleur*, 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain Sir G. J. S. Warrender, Bart., Nagasaki.  
*Blenheim*, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Taku.  
*Bramble*, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Lenke, Wuhu.  
*Brisk*, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 i.h.p., Commander Sir Bouchier Wrey, Bart., Singapore.  
*Britomart*, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Taku.  
*Daphne*, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Patenham, Wei-hai-wei.  
*Dido*, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tildard, Hongkong.  
*Eclipse*, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. Stokes, Amoy.  
*Endymion*, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G., Hongkong.  
*Est*, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.  
*Fame*, twin screw, torpedo-boat destroyer, 350 tons, 6 guns, 5,400 i.h.p., in reserve.  
*Firebrand*, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Beatty Pownall, Hongkong.  
*Glory*, 1st-class battleship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. Carter, Wei-hai-wei.  
*Goliath*, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.  
*Hari*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.  
*Handy*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Hardy.  
*Hummer*, storeship, 1,660 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.  
*Isti*, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, M.V.O., Hongkong.  
*Janus*, torpedo-boat destroyer, 260 tons, 6 guns, 3,900 i.h.p., in reserve.  
*Ocean*, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., 16 guns, Capt. Arthur J. Renwick, Huihan, Hongkong.  
*Orlando*, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.  
*Otter*, torpedo-boat destroyer, 350 tons, 6 guns, 5,400 i.h.p., Lieut. and Com. C. P. Mansel, Taku.  
*Phaenix*, sloop, 1,000 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Hongkong.

*Pisany*, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. Oldham, cruising.  
*Pique*, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.  
*Plover*, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. O. V. de M. Gouper, Shanghai.  
*Ramirez*, surveying ship, 581 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.  
*Redpole*, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.  
*Robin*, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. G. G. Webster, West River.  
*Rosario*, sloop, 980 tons, 6 guns, 1,400 i.h.p., Comdr. A. W. Hamilton, Wei-hai-wei.  
*Sandpiper*, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. Carr, West River.  
*Snipe*, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Comdr. Dalgety, Yangtze.  
*Swift*, 2nd-class gunboat, 755 tons, 6 guns, 1,200 i.h.p., in reserve Hongkong.  
*Taku*, torpedo-boat destroyer, 250 tons, in reserve Hongkong.  
*Talbot*, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stopford, Wei-hai-wei.  
*Tamar*, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.  
*Terrible*, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Wei-hai-wei.  
*Tweed*, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.  
*Waterwitch*, surveying ship, 620 tons, 450 i.h.p., Lieut.-Comdr. Lyne, Shanghai.  
*Whiting*, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 600 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Wei-hai-wei.  
*Wimmer*, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.  
*Woodcock*, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kiangkiang.  
*Woodlark*, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.  
*Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.*

## Miscellaneous.

*Aspern*, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.  
*Holland*, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandi, Swatow.  
*Kaiserin Elisabeth*, Austrian cruiser, 8 guns, 4,400 tons, 9,000 i.h.p., Capt. Wiber, Singapore.  
*Koningin Wilhelmina der Nederlanden*, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossuma, Swatow.  
*Leopard*, Austrian cruiser, 1,600 tons, Captain Muller, Saigon.  
*Liberal*, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.  
*Maria Theresa*, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambach, Shanghai.  
*Piet Heit*, Dutch cruiser, 5 guns, 3,600 tons, 4,776 i.h.p., Capt. Jansen, Taku.  
*Zaire*, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.  
*Zenta*, Austrian cruiser, 2,200 tons, Captain Runsti, Singapore.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

**The Russian Squadron.**  
*Admiral Korniloff*, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.  
*Admiral Nakhimoff*, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Versolozsky, at Tientsin.  
*Alcutin*, Russian gunboat, 610 tons, 8 guns, 1,200 h.p., Captain Eliskiy, at Nagasaki.  
*Bobre*, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.  
*Dimitri Donskoy*, Russian armoured cruiser, 5,600 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.  
*Gaidamak*, Russian gunboat, 400 tons, twin screw, 18 guns, 3,300 h.p., Capt. Serebrennikoff, at Taku.  
*Gremiatzky*, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.  
*Koreysky*, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Simann, at Taku.  
*Mandjour*, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,900 h.p., Capt. Yakevoff, at Nagasaki.  
*Navarin*, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.  
*Nayevnik*, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarina, at Nagasaki.  
*Oltavany*, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Shanghai.  
*Petrovskiy*, Russian battleship, 14,000 tons, Capt. Grevais, at Nagasaki.  
*Polstava*, Russian battleship, 10,600 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.  
*Rosita*, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Demjoff, at Nagasaki.  
*Roslaynik*, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.  
*Rurik*, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.  
*Sevastopol*, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Melusky, at Nagasaki.  
*Silatch*, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baranoff, at Nagasaki.  
*Sissut Volik*, Russian battleship, 10,000 tons, 14 guns, 5,500 i.h.p., Capt. Molias, at Taku.  
*Slouchik*, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.  
*Swaborg*, 1st class Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.  
*Vladimir Monomach*, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchlonsky, at Port Arthur.  
*Vostok*, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchouky, at Nagasaki.  
*Vradnik*, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulias, at Taku.  
*Zabitzka*, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

## (1st and 2nd class.)

*Delphin*, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.  
*Forst*, Russian torpedo boat, 23 tons, 1 gun, 200 h.p., 16 knots.  
*Jantelich*, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots.  
*Kasatka*, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.  
*Kila*, Russian torpedo boat, 350 tons, Captain Kivarsky, at Shanghai.  
*Nargen*, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.  
*Novorossiysk*, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.  
*Podorosky*, Russian torpedo boat, 23 tons, 1 gun, 200 h.p., 16 knots.  
*Sluk*, Russian torpedo boat, 23 tons, 1 gun, 200 h.p., 16 knots.

*Shat*, Russian torpedo boat, 350 tons, Capt. Smirnov, at Shanghai.  
*Skorpion*, Russian torpedo boat, 23 tons, 1 gun, 200 h.p., 16 knots.  
*Slouchik*, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots.  
*Som*, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.  
*Sieraid*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 10 knots.  
*Sirius*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 10 knots.  
*Sunguri*, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

## RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)  
*Borgo*, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 12 knots.  
*Revel*, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 21 knots.  
*Usuri*, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.  
 † Flagship of Rear-Admiral F. V. Dubosoff.  
 † Flagship of Rear-Admiral Reutnoff.

## THE GERMAN SQUADRON.

*Buisard*, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Shanghai.  
 \* *Fürst Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.  
*Gefion*, German cruiser, 1,409 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.  
 \* *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschewitz, at Wosung.  
*Hela*, German despatch-vessel, 2,000 tons, 12 Capt. Kampold, at Wosung.  
*Herrick*, German cruiser, 4,000 tons, 30 guns, Capt. von Usedom, at Shanghai.  
*Ilia*, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Stamer, at Hongkong.  
*Irene*, German cruiser, 4,200 tons, 8 guns, 4,350 h.p., Capt. Stein, at Nagasaki.  
*Jaguar*, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.  
*Kaiserin Augusta*, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gülich, at Amoy.  
 \* *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holtendorff, at Wosung.  
*Luchs*, German gunboat, 850 tons, 10 guns, Comdr. Duenhard, at Shanghai.  
*Schwaltz*, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.  
*Seeadler*, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.  
*Tiger*, German gunboat, 920 tons, 10 guns, Lieut. von Mittelstadt, at Shanghai.  
*Weissenburg*, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.  
*Warth*, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.  
*K. F. Wilhelm*, German battleship, at Nagasaki.  
 No. 90, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.  
 No. 91, German torpedo-boat, 350 tons, Capt. Lieut. Püllen, at Shanghai.  
 No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.  
 \* Flagship of His Excellency Vice-Admiral Bendemann.  
 \* Flagship of Rear-Admiral Geisler.  
 \* Flagship of Rear-Admiral Kirchhoff.

## THE FRENCH SQUADRON.

*Alouette*, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.  
*Amiral Charner*, 2nd-class cruiser, 4,800 tons, Capt. Balthaz, Saigon.  
*Berguet*, 2nd class despatch boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.  
*Bugard*, 2nd-class cruiser, 4,000 tons, 10 guns, 9,000 i.h.p., Capt. Defevre, at Shanghai.  
*Chastulouf Laubal*, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 16 guns, Capt. Epinay St. Luc, at Foochow.  
*Comet*, gunboat, 600 tons, Capt. Lohel, at Canton.  
*Decide*, gunboat, 640 tons, Capt. Leamecy, at Pakhoi.  
 \* *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.  
*Descartes*, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Saulne, at Shanghai.  
*Eure*, Dispatch-transport, Capt. Vallée, at Saigon.  
*Frialat*, 3rd class cruiser, 3,900 tons, Capt. Adam, at Haiphong.  
*Jean Bart*, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.  
*Kervinot*, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.  
*Lion*, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.  
*Pascal*, 2nd-class protected cruiser, 4,000 tons, 16 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.  
*Slyx*, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Canton.  
*Surprise*, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Shanghai.  
*Ville d'Alger*, monitor, 944 tons, Captain Domessaut, at Hongkong.  
*Viper*, gunboat, 400 tons, Captain G. del Villeneuve, at Foochow.  
 \* Flagship of Vice-Admiral Counjeolles.

## THE AMERICAN SQUADRON.

*Albany*, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.  
*Bennington*, U.S. gunboat, 1,710 tons, 6 guns, 3,430 h.p., Comdr. C. H. Arnold, at Hongkong.  
 \* *Brooklyn*, U.S. cruiser, 9,215 tons, Comdr. F. M. Thomas, Shanghai.  
*Callao*, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Com. G. B. Bradshaw, at Manila.  
*Cassino*, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.  
*Cellis*, U.S. supply ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forde, at Manila.  
*Concord*, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. Colby, at Manila.  
*Culgoa*, U.S. supply ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.  
*Don Juan de Austria*, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.  
*Glacier*, U.S. supply ship, Lieut.-Comdr. A. Metz, at Manila.  
*Helena*, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. V. Moore, at Manila.  
*Iris*, U.S. distilling ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.  
*Isla de Luzon*, U.S. gunboat, 1,330 Comdr. J. V. B. Bleeker, at Manila.  
*Kentucky*, U.S. battleship, 14,500 tons, Capt. Chester, at Manila.  
*Manila*, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Naro, at Manila.  
*Martella*, U.S. gunboat, 700 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton.  
*Menadnock*, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. A. B. Speyers, en route Canton.  
*Menocacy*, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.  
*Miner*, U.S